

Silver Spring Green Trail-Interim -- No. 509975

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Silver Spring
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

January 11, 2005
11-65(05 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,479	944	80	455	230	225	0	0	0	0	0
Land	118	5	113	0	0	0	0	0	0	0	0
Site Improvements and Utilities	904	1	0	903	50	50	803	0	0	0	0
Construction	3,557	0	0	3,557	200	1,557	1,800	0	0	0	0
Other	2	1	0	1	1	0	0	0	0	0	0
Total	6,060	951	193	4,916	481	1,832	2,603	0	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	485	0	0	485	0	0	485	0	0	0	0
TEA-21	0	0	0	0	0	0	0	0	0	0	0
G.O. Bonds	5,270	728	151	4,391	481	1,792	2,118	0	0	0	0
Current Revenue:											
General	265	223	42	0	0	0	0	0	0	0	0
Intergovernmental	40	0	0	40	0	40	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project is a part of the County transportation program. It provides for a 4,500 linear foot urban trail as part of a roadway network along one of the alignments under consideration for the Bi-County Transitway. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the interim trail includes the design, property acquisition, and construction of the interim trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This interim trail is part of a transportation corridor and is not a recreation area of state or local significance. The proposed interim trail includes an 8-foot wide bituminous bike path, an adjacent 5-foot wide concrete sidewalk, lighting, and landscaping. The interim trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. Between Dale Drive and Cedar Lane, the number of travel lanes on Wayne Avenue will be reduced from four to three and the center lane will be reversible, with parking permitted only on the southern side of Wayne Avenue.

Service Area

Silver Spring.

JUSTIFICATION

This project creates an important interim link through Silver Spring to the Silver Spring Metrorail. It will help provide connectivity to other trails and help in mitigating congestion on area roads.

Plans and Studies

Facility Planning Study Phase I has been completed. A review of impacts to pedestrians, bicyclists and ADA (Americans with Disabilities Act of 1991) is performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

STATUS

Final Design Stage. The project schedule is adjusted to conform with current project implementation expectations.

OTHER

The scope has remained the same. This project will be constructed concurrently with the re-construction of Wayne Avenue, which will be funded by the Primary/Arterial Road Resurfacing project (No. 508527) and the Sidewalk and Infrastructure Revitalization project (No. 508182). The reconstruction of Wayne Avenue will include 4,500 linear feet of full depth pavement repair from Sligo Creek Parkway to near Fenton Street, and 1,700 linear feet of mill and overlay from Fenton Street to Georgia Avenue. The right-of-way was purchased for transportation purposes. Recreational use of the interim trail is secondary to its transportation function and benefit and therefore the interim trail is not a recreation area of state or local significance. The interim trail will be maintained and administered by DPWT, consistent with its normal maintenance standards.

FISCAL NOTE

The intergovernmental revenue shown in the funding schedule reflects WSSC's share of utility relocation costs. Project implementation is contingent upon receipt of Enhancement funds from the Maryland State Highway Administration (MSHA) in FY05. The application was submitted to MSHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement funding will be for \$484,133.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		265
First Cost Estimate		
Current Scope	FY99	6,060
Last FY's Cost Estimate		6,060
Present Cost Estimate		6,060
Appropriation Request	FY06	4,210
Supplemental Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		1,850
Expenditures/ Encumbrances		1,087
Unencumbered Balance		763
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

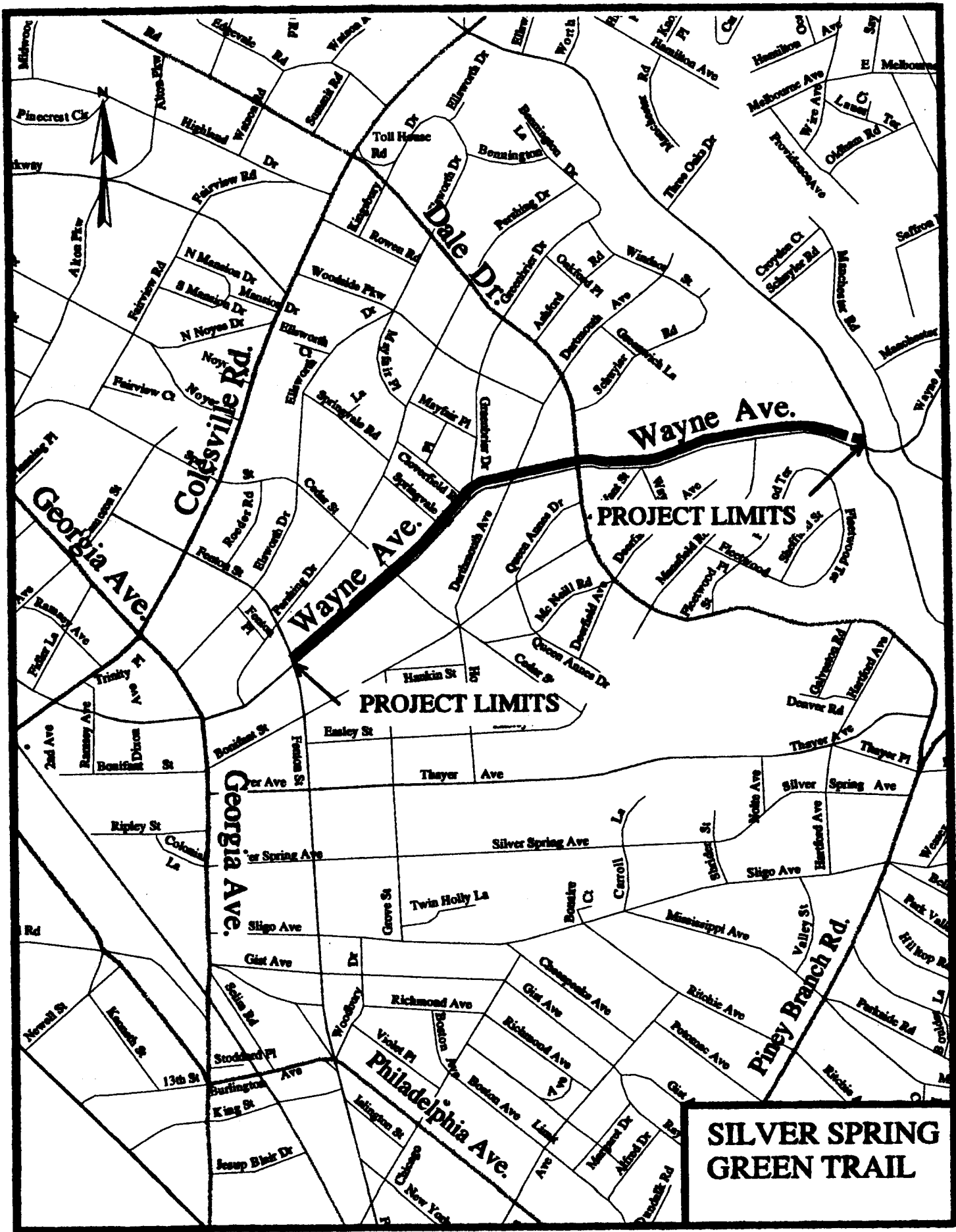
COORDINATION

M-NCPPC

Maryland State Highway Administration
Washington Metropolitan Transit Authority
Utility Companies
Silver Spring Chamber of Commerce
Silver Spring Transportation Management District
Maryland Transit Administration
Primary/Arterial Road Resurfacing
Sidewalk and Infrastructure Revitalization

MAP

See Map on Next Page



**SILVER SPRING
GREEN TRAIL**